

Forty Dealers to Exhibit Cars in Closed Body Show

New York Distributors Plan Seasonal Display of 175 Automobiles in 12th Infantry Armory Nov. 14-19

The Automobile Dealers' Association of New York will hold a closed body exhibition in the 12th Regiment Armory, Sixty-second Street and Columbus Avenue, November 14 to 19. This will be the second closed car show of the New York dealers and it comes at a time when there is the usual seasonal interest in the cold weather motoring.

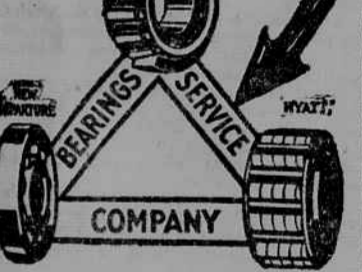
Already the show committee, of which C. H. Larson (Oldsmobile and Shoridan) is chairman, is hard at work on the details of the exposition, and he is assisted by W. A. Woods (Peelless), president of the association, W. C. Portner (Nash), National and Durant, and H. S. Hout (Hudson and Essex).

A sanction for the show has been granted by the National Automobile Chamber of Commerce. Drawings for space by the different dealers will be held at the rooms of the Dealers' Association, 1845 Broadway, on Wednesday, November 2nd, at 12:30 P.M. when luncheon will be served.

Present indications are that space will be oversubscribed, as 75 per cent of the available space has already been signed for and some forty dealers representing leading cars will show some 175 cars while thirty-five leading manufacturers of motor accessories will show their latest offerings.

The decorations, which will be in the hands of G. H. Nason & Co., will be of a striking character.

Among the motor car manufacturers who have agreed to support the show are the following: Packard, Oldsmobile, Hudson, Maxwell, Premier, Standard, Stearns, Cadillac, Sheridan, Scripps-Booth, Chalmers, Liberty, Hupmobile, Willys-Knight, Hudson, National, Paige-Detroit, Daniels, Templar, Overland, Dixie, Marmon, Durant, Buick, Crow-Elear, Nash, Dodge, Peerless, Studebaker, Mercer, Franklin, Jordan, Ford, Buick, Reo, Cole, Mitchell, Moon, Essex.



We are specialists in servicing bearings. Garage-men and Motorists are invited to come to us for any information concerning the care or replacement of New De-parture, Timken or Hyatt bearings.

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Over 600,000 owners

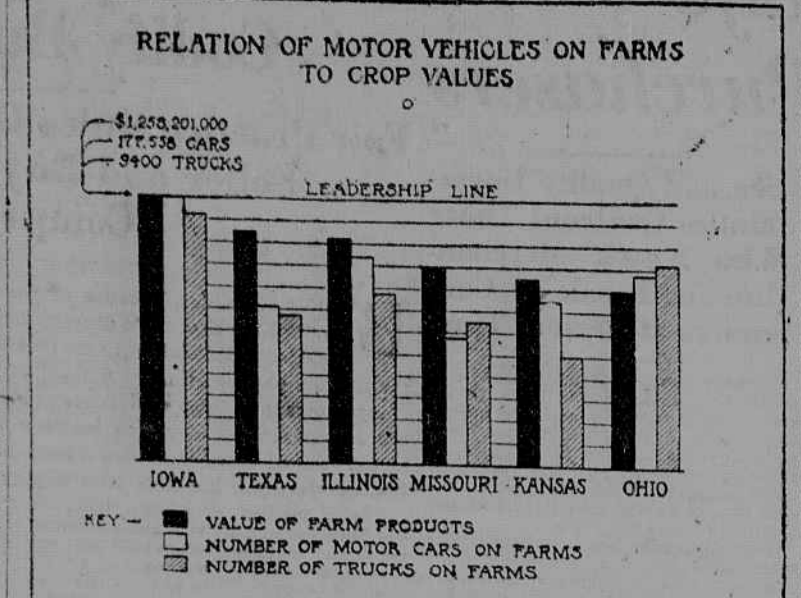
STRATTON-BLISS Company
500 Broadway New York

BISHOP, McCORMICK & BISHOP
1221 Bedford Avenue Brooklyn

BONNELL MOTOR CAR COMPANY
562 Broad Street Newark

DODGE BROTHERS MOTOR CARS

How Motor Transport Raises Farm Values



Investment in motor transport and high value products go hand in hand, according to comparison of government figures on crops and motor vehicle registration on farms. The states which lead in the value of their farm crops are also among the first in rural car and truck registration. Iowa has the most motor cars on farms and ranks third in rural use of trucks. First and second place are held by New York and Pennsylvania, respectively.

Iowa, Texas, Illinois, Missouri, Kansas and Ohio are among the first ten states leading in value of farm products, and are also among the first ten leaders in farm motor vehicle registration.

Motor trucks on farms totaled 131,551 on January 1, 1920. Registration of commercial vehicles in highest Pennsylvania and New York, regions

which have a heavy truck gardening business and well developed road systems. The corn belt states are leading purchasers of trucks, but their demand is small in proportion to the number of farms. Over 30 per cent of all farmers own cars, with 2 per cent owning trucks. The United States Bureau of Public Roads reported a gain of 22 per cent in registration of all motor vehicles during the year 1920. If the farm registration increased in this ratio, the farm registration of motor cars to-day is 2,618,744 and of trucks 169,786.

Sales reports of car manufacturers, however, indicate that the heaviest sales for 1920 were in rural regions, so that the general ratio is probably too light for the farm sections, and the total number of motor cars and trucks on farms may be as high as 3,000,000.

It is true that the gasoline now sold has a greater heat-producing quality, if only we can get it properly mixed and volatilized. It may be that the gasoline produced by the heavier gasoline on the market have been of a real service to auto men, once we have learned to utilize it economically and efficiently. They may have had in mind higher power, but they have given us a gas which is hard to vaporize on a frosty morning.

In changing gasoline from liquid to vapor considerable heat must be supplied. When the atmospheric temperature is too low there is not sufficient heat in it to vaporize the gasoline trapped into the carburetor. When the engine is warm the process of vaporization goes on from the needle valve to the moment of ignition, but if the engine is cold the process is retarded more or less, and under some conditions it is possible for thoroughly vaporized gasoline to be again condensed. The man who does not understand is inclined to say uncomplimentary things about the engine and talk about "greasy gasoline."

The only trouble is that the temperature is so low that we must heat the air before we send it into the carburetor.

Practically all the carburetor manufacturers put out a "stove" to heat the air supply, which is attached around the exhaust pipe, so that the heat of the surrounding pipe is conveyed to the carburetor, which warms the air entering the intake, thus supplying the heat necessary to effect vaporization. This "stove" or gas warmer might be called a "hot air furnace."

How to Raise Temperature The process of vaporization absorbs a large amount of heat. To raise the temperature of the liquid one degree takes a certain amount of heat. The amount required per degree remains the same until the point of vaporization is reached, when several hundred times that amount of heat is required to effect vaporization. The "hot air" furnace supplies the extra amount of heat.

A great many carburetors have the mixing chamber water-jacketed, and the water from the cooling system is circulated through it, supplying some heat in that way. Sometimes that in itself is sufficient, but at present it is so advisable to use both. Neither one of these is in operation when the engine is started; the "hot-air furnace" depends upon the exhaust pipe being heated, and the water-jacket upon the engine itself being heated long enough to warm up the circulation to find some means to supply heat until these warm up.

When the car is started in a warm garage the gasoline will vaporize properly and the engine will run in good shape, but as soon as the car goes out into the cold air it will cool the engine so that some of the gasoline will be condensed. Therefore we close the radiator cover partly or wholly until the engine is thoroughly warmed. If the car is started in a cold garage the teakettle and dishrag method must be resorted to. Wrap the cloth around the intake pipe and the carburetor so that it does not cover the air intake, and pour the boiling water on the rag, taking care that none gets in the air intake. The hot water will heat the carburetor and intake pipe and raise the temperature of the mixture so that the engine will run. In some cases it may be necessary even to drain out the cooling system and fill it with hot water, so that the combustion chamber becomes heated up.

At times, sometimes the skipping can be overcome by enriching the mixture by the dash control, but with the present heavy gasoline the enriched mixture does not seem to do much good and is simply adding to the supply of gasoline, which is already rich, to vaporize. Therefore it seems to be the stove and dishrag for the cold engine.

Seven New Automotive Service Associations Seven new automotive service associations have been formed during the last year with the aim of promoting the welfare of the car owner by raising the standards of repair work and by encouraging service stations that engage in unfair practices.

The growth of motor transport to a point where more than 9,000,000 vehicles are on the road has called for a corresponding increase in the science of the care of these vehicles, says a report of the National Automobile Chamber of Commerce. Certain companies have developed an efficient service policy, but local co-operation of service men for the sake of maintaining standards is comparatively new.

Fiat Takes Honors Fastest time in the kilometer speed trials, held in conjunction with the Italian Grand Prix at Brescia recently, is said to have been made by the amateur driver, Niccolini, on an Indianapolis type 4½-liter racing Fiat. The flying kilometer was covered in 20 3/10 seconds, or at an average of 110.2 miles an hour. The second best time was made by Brilli Peri on another racing Fiat of the same general type, whose time was 21 1/10 seconds, being equal to 106 miles an hour. Count Masetti, on the modified Mercedes which won the French Grand Prix at Lyons in 1914, was third at an average of 100.3 miles an hour.

New Plates Available The Pennsylvania State Highway Department is now accepting applications for 1922 motor vehicle registrations, and new plates and certificates will be issued and mailed after November 1.

The department urges that all applications be filed as soon as possible in order to insure delivery before January 1. The Department will be unable to guarantee prompt delivery of plates applied for on and after December 25.

Heat Will Solve Engine Problem On Frosty Days

Stove and Dishrag Will Get Results in Vaporizing the Fuel Where Enriched Mixture Only Adds to Supply

By H. Clifford Brokaw
Technical Director, West Side Y. M. C. A. Automobile Schools

When the frost is on the pumpkin and it is time for the urbanite to begin yelling to the janitor for more heat in his apartment and for the suburbanite to begin shoveling coal in his furnace, then the autoist begins to have trouble getting his car started. This is the open season for commuters to miss their trains because whereas it has been taking, during the warm weather months, no time at all to start the engine, now it often takes five or ten minutes to get the engine to run.

As the colder the weather gets, the more difficult it is to make the engine start. Noises indicating that cars have acute attacks of bronchitis can be heard issuing from garages these snappy cold mornings. In some cases the din more nearly resembles a reproduction of the battle of Chateau Thierry. Men can be seen running back and forth from teakettles and dishrags, with steaming

Now, to the novice, the new owner, the first inclination would be to cuss the manufacturer and the engine. It isn't the fault of the engine at all, it is because of this limited protection. However, there is a solution of the problem, at least enough of a remedy to make a life a little happier for the owner.

This condition of gas was absent for several years. In the early days of automobile construction, before the manufacturers were able to devise a carburetor for vaporizing gasoline under all conditions, we had this same trouble soon after the weather turned cold. Persistent experiments produced a carburetor which overcame the trouble. Then, almost as soon as a carburetor was developed which would vaporize the gasoline under adverse conditions, somehow the volatility of the gasoline was found to have decreased.

It is true that the gasoline now sold has a greater heat-producing quality, if only we can get it properly mixed and volatilized. It may be that the gasoline produced by the heavier gasoline on the market have been of a real service to auto men, once we have learned to utilize it economically and efficiently. They may have had in mind higher power, but they have given us a gas which is hard to vaporize on a frosty morning.

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Extra Equipment Eliminated From Auto Insurance

Fire and Theft Policies No Longer Include Protection for Tools, Etc., but Change Believed Only Temporary

By L. Harris Goldberg

Recently an indorsement has been added to all fire and theft policies covering automobiles, which in substance eliminates the theft of additional equipment, such as tools, repair equipment, motometers, extra tires and tubes, rims, wheels and other extra or ornamental fittings. These items were included up to October 1 and are now eliminated under this indorsement.

It is reasonable to assume that the elimination of this hazard by the company will be a tremendous saving and will no doubt tend to decrease the great trend of losses. It, however, has been received by the assured disappointedly, and it is feared that the action taken by the company will create quite a disturbance.

It is hoped that this change of underwriting will be only temporary, as there are a number of companies, such as the Aetna and one or two others, which are treating this issue temporarily. It is quite probable that other companies will sooner or later fall in line and do likewise.

There are certain legal phases that enter into this new change which, of course, if this limited protection is continued, will ultimately be a settled situation. Taking the illustration of a car that is stolen and then recovered, the company would not be liable for such equipment unless the car was stolen in its entirety and not recovered.

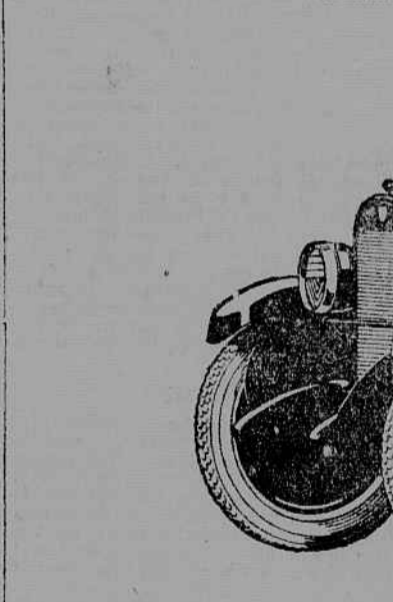
This new change, together with the non-valued form of insurance which is now being sold under fire and theft protection, is causing considerable misunderstanding and disappointment, for the average assured is not familiar with these changes and it is a fact that the assured is not conversant with the detailed coverage that he enjoys. It is only when a loss has occurred that the files and try to understand just how far his protection goes.

It is therefore very essential, before paying the premium, to read your policy very carefully, and those indorsements that are not quite clear should be discussed with the broker handling the business.

New Series Maxwell Puts in Appearance

A new series of Maxwell motor cars, representing some distinct and radical departures in the construction and design of this make of automobile, was announced yesterday with the receipt in this city of the four new models. They have been placed on exhibition at the showroom of the Maxwell-Chalmers Distributing Corporation, 1808 Broadway, Harry J. De Bear, president of the local company, says the new Maxwell is the best from standpoints of serviceability, low costs and performance that the Maxwell Company has ever produced.

Disc wheels, cord tires and drum type lamps are regular equipment and fittings, and details of construction are in strict keeping with the striking appearance of the car. The car is lower, without sacrifice of headroom. In all four models—the touring, roadster, sedan and coupe—careful consideration has been given to the placing of the steering wheel, pedals and control levers, so that the car is extremely easy to handle and driving comfort is assured. A windshield wiper is standard on all types. The windows are mounted in rubber strips to insure against rattle. There are numerous other mechanical refinements.



New Series Sedan, Coupe and Touring Car shown on other pages. Be sure to see them.

First Showing of the First Roadster Designed and Produced Entirely by the New Maxwell Organization

A car which reveals, at a glance, such a wealth of beauty and goodness that the price seems almost unbelievable.

- Cord tires, non-skid front and rear; 31x4 inch.
- Disc wheels demonstrable at hub and rim, or wood artillery wheels, optional without extra cost.
- Unusually long springs promote comfort, tire economy, roadability.
- Alemitic lubrication.
- Drum type head lamps, nickel-trimmed. Non-glare lenses.
- Real leather upholstery; Turkish cushions.

Adult-size seats, deep and wide and roomy. Side curtains open with doors. Plate glass window in rear curtain. Leak-proof windshield. Windshield wiper. New steering comfort. Clutch and brake action, steering and gear-shifting, made remarkably easy. Handsome and accessible instrument board. Best switches. Motor driven electric horn.

See the announcements of the Sedan, the Coupe and the Touring Car, on other pages of this paper; and come and see them. Telephone us for the prices

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The Good MAXWELL

Jersey Inventor Perfects Unusual Auto Lock

J. P. Geraghty, of 493 Grove Street, Jersey City, is the inventor of an automobile lock which is expected to excite considerable interest because of the principle upon which it works. At a demonstration in this city last week Mr. Geraghty showed that the safe combination principle can be just as successfully applied to anti-theft devices for motor cars as to bank vaults or other strong boxes.

Case hardened to the extent that a thief would find it unusually difficult to remove the lock by saw or chisel, a single pressure on a pedal by the motor car driver will automatically lock the car in ten different places. Six of these locks are on the hood, one on the ignition, one on the fuel source, and another on the engine throttle. The driver may set his combination from 1 to 10,000 and may change it at will.

Once the combination is set it may be locked. No keys are required.

Federal Again Cuts Prices

The largest cut in motor truck prices so far announced was that made Friday by the Federal Motor Truck Company, of Detroit, Mich. The price reduction averages about 22 per cent on all models. This is the fourth cut this company has made within the last two years.

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